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MANENT RATES, APPLY AS ABOVE.

Street Grades.

Changes are with most people a source of trouble and anxiety. The boy who is just emerging into manhood feels his awkwardness. With the ideas of youth the responsibilities of a man are thrust upon him. His sensitiveness annoys him, companions fret him, and his surroundings for a time are constrained. The village struggles up to the dignity of a city in the same uncomfortable way. A level piece of road here, a walk there, now a cut, now a fill, presently walks and fences too low or too high, water standing in unexpected places, drainage, bad air and water contaminated; perhaps fires, and malaria, with the result, general discouragement. The old resident looks on in dismay. The loss of valuable trees worries him, the cutting and felling seem worse than useless. The Israelites never wished so fervently for the leeks of Egypt during their journey to the promised land as he that his town was a country village again. But change is inevitable, and happy they whose minds are prepared for it. In laying the water mains, as in leveling the sidewalks, the matter of grades has come to the surface again. There is no way to determine the future height or depth of the street. The pipes must rest beneath the danger of frost. Who can say that some future work upon the street may not lay them bare? And how is one to tell where to place his house or his trees, or fences, so as not to require raising or lowering by and by? Where work is done upon the streets, who knows that it will not all have to be undone when the town is graded for pavement and drainage.

In the past very little has been accomplished. The main avenues have been surveyed, and grades established, but the majority of the streets are untouched. For the town authorities to fix a grade is to assume a responsibility which few care to take. A future change might render the town liable for damages to those whose property was unfavorably affected. By neglecting to do this work, the injuries sustained are shouldered off upon individuals who have practically no redress. Yet the loss is no less real. To make a grade upon one or two streets without taking into consideration the whole water-shed, the best methods of drainage, the interests of adjoining property, and the needs of the whole town, is to make future changes necessary and expensive.

It is evident that the work must be done by some competent authority, whose supervision shall extend over some considerable portion of the township. Taking the radius of a mile from the centre, it is probable that in the near future the demands of population will call for some thorough system of drainage and pavement. As a preparation for this, grading is necessary. Were the territory mapped out and grades established, trees and fences, roads, pavements, and sewers would accommodate themselves to the prescribed order of things. It would not be necessary that the whole work be done at once, but the plan would exist, and any competent surveyor could at any time fix the stakes, and make the grade upon the ground. Is it not time this were done, at least in the more thickly settled portions of the town? We will not decide the matter, but present it for discussion to the public and the town authorities.

The Death of General Halstead.
The sad accident at the Market street station of the Pennsylvania Railroad by which Genl N. Morris Halstead lost his life on Tuesday of this week, was a terrible shock to the community in which Genl Halstead has lived so long and was so well known.

There is no suggestion of carelessness on the part of the servants of the Company, and the facts seem to show that Genl Halstead was asleep when the train reached the station, and only roused himself in time to realize that he was in danger of being carried on to Elizabeth. He then rushed to the platform, and in attempting to jump off was drawn under the wheels and instantly killed.

This brief statement is also the story of the death of many other men under the same circumstances, and because it happens so frequently the attention of the authorities and railroad officials should be given to devising some means by which such accidents may be prevented.

The railroads are bound to protect their passengers in every way possible from danger of losing their lives, even by their own carelessness.

They have power to establish regulations for the control of passengers as well as of employees. If there were a brakeman or doorman in charge of every car, with orders never to allow a passenger to get on or off while the train was in motion, accidents of the kind referred to could not happen.

The introduction of steam brakes has made it possible to run trains with fewer men than formerly were needed when hand brakes alone were used; but doormen are needed at every platform to ensure safety to the public.

We know well that an impatient man, anxious to jump from a train, and willing to take a risk the magnitude of which he will not stop to consider, would resent being obliged to ride on to the next station, but his sober second thought would surely approve a regulation so plainly wise and prudent.

From actual observation our own opinion is that the average brakeman is far more willing to aid the belated passenger on or off of the moving train than he is to prevent the thing being attempted.

We earnestly hope that the Coroner's jury which shall consider the facts in the case of Gen'l Halstead, will make some recommendations in the matter which shall compel the railroad companies and the public to devise measures for the highest degree of safety for passengers.

The Apotheosis of Brutus.

It used to be said that if you scratched your Russian you got your Tartar. Now-a-days you do not even have to scratch your Bowery boy to get your brute.

The recent experiences of New York City ought to open the eyes of all students of social science. An alleged "Walking Match," commencing on Sunday night with a "Sacred Concert" culminated on Saturday night with "any amount of profanity, ruffianism and crowded benches. From

Fifty to Sixty Thousand Dollars are reported to have passed into the ticket office. And—worst of all—the best informed journals now assert that the whole thing was a fore-ordained delusion, and a ghostly cheat.

Sullivan, the Slugger, Fitzgerald, the Long Island City Pet, and Rowell, the Pedestrian, henceforth take their places in the annals of fame. Muscle moves the world. And if any of these muscular gentlemen should happen to lodge behind iron bars on a charge of manslaughter, there would be rosy wreaths for him, and the smiles of a certain sort of women—a much better sort, too, than one would suppose.

Is anything proved when Sullivan "knocks out" his man? Does it help science to gauge the capacity of a mule to kick, or of a silly goat to butt? These are projectile forces—and so is Sullivan. But a gun or a pistol is rather more effective than a fist, and before the gun and the pistol the knight in armor faded away and disappeared. Yet here is barbarian, old-fashioned, club-you-over-the-head barbarism—in the principal cities of our land.

Does any one suppose that any question of "endurance" is settled by these railing wretches who trot the tan-bark for a hundred hours or so. Fitzgerald is to be some kind of a local dignitary, as the result of his spavined, string-hatted stride about the track. Rowell pockets a clever sum—but no one knows how many outside swindles have been perpetrated by his agency, and that of the gang who surrounded him. Why, then, do people enjoy this sort of thing—and why does their morbid curiosity turn them to such scenes? The answer is the old one—barbarism, always barbarism. There is savagery even back of the expansive shirt-front of an emaciated dude.

Brutalism is the sharp reaction from over-refinement. The Roman noble whose marble came from Pentelicus, and whose polished table-top was wrought from the gnarled maples of Atlas, was the same person who could fling his slave into the fish pond as food for the lampreys. Nothing to-day prevents the old gladiatorial shows but a Christian Civilization. The poor monk who leaped into the arena and spent his life upon his protest had had his monument erected in the dignity of civilized law. But a nominally Christian nation is becoming so corrupted by various spirits in which there is risk of life and limb that it is growing into a close resemblance to the effects of despotism which it has always despised.

From the official reports made by those in charge of the forty-one poor-houses in this State, the following summary has been calculated. Whole number of inmates, 4,661; males, 1,057; females, 913; children under ten years (27 poor-houses), 289; infants (18), 48; insane (9), 162; imbecile and crippled (21), 116; American birth, 2,493; foreign birth, 1,652; permanent paupers (29), 748; births (20), 67; deaths (32), 336. Total cost of maintenance of 33 poor-houses, \$196,608.69.

In forty towns there were reported to be "boarded out" 428 paupers.

Orange city expended in support of poor during the year \$7,048.44, of which \$1,200 went for salaries. Total number of poor relieved, 153. Expenses of poor-house, \$1,722.69, or 20 cents per day a person.

Number of inmates, 40. Belleville townships has a poor-house, 30 by 50 feet, two stories and cellar. It is a brick structure with a slate roof, and contains sixteen rooms. There is also a hospital connected with the house, size 16 by 40 feet, one and a half stories, and contains six rooms. The two acres of land constituting the farm are cultivated mainly by inmates. Total poor relieved, 82; in poor-house, 10. Total cost, \$1,515.75. Cost of maintaining poor-house, \$6,08.50, or 18 73-100 cents per person daily. Bloomfield township has a poor-farm, under charge of the overseer of poor. Total cost of relieving poor, \$2,557.93, of which the salary account was \$325. Total relieved, 150; in poor-house, none. Milburn township has a poor-farm. The total cost

of poor was \$860.02. Montclair township poor-house has 10 inmates. Cost of maintenance, \$2,000, or 30 cents per person daily. Total cost of poor support, \$3,174. Total number of poor relieved, 30. South Orange poor-house, inmates 5. Total number relieved, 16. Cost of poor, \$1,430. The other townships have no poor-houses, and the poor are either boarded out or otherwise provided for.

Fortunately, the daily journals scorn the entire business. Printing paper never did better service than when it bears such strong words of denunciation as have lately stamped their black frown upon its pages.

And when the pictorial sheets take it up

when such a satirist as Nast, or Keppler, or Opper, or Wales, shall have represented the Gorilla Deity in his slugging and tramping, devilish performances, then, perhaps, we may set forth more clearly what cold type cannot fully express!

The Theatre.

By request we publish in another column a letter on the theatre, written by Dr. Deems, with editorial comments by the *New York Independent*. A great many good people believe that theatre-going is morally wrong, and their opinions so far from being made the subject of ridicule, are deserving of great respect. On the contrary, many others just as good people, judging them by their walk and conversation, declare with equal positiveness that these other good people are mistaken. Under these circumstances, it is prudent to be not too hasty in condemnation. It is very easy to mistake prejudice for proof, assertions for facts, and words for arguments. The *Independent* seems to think that because Dr. Deems has uttered his opinion, the whole question is therefore now settled. Not so. Sound judgment and good logic are no more constant concomitants of piety than correct grammar. As many use incorrect language without in the least affecting either their piety on the one hand or grammatical principles on the other, so the correctness of one's opinions on more difficult subjects can no more be presupposed from his goodness than his goodness from his judgment. Furthermore, in these days it is not enough for the wisest man to say, "I say it and there is the end of it;" he must prove it. The forming of opinions has ceased to be a monopoly. This question of the theatre is indeed an important one, but it must be decided on its merits, and cannot be settled by the *ipse dixit* of one person or any number of persons.

If the drama is the almost unmitigated evil, Dr. Deems represents it to be, and as damaging to body and soul to the life here and hereafter, it is high time to fight against it, root and branch, with no lukewarm efforts for it is a far more mighty power than most people are aware of. A new play reaches more people in a shorter time than a new book. A well known play was witnessed within few months of its first production by more than five hundred thousand persons. Few books do as well as that. Any one who has ever seen a Shakespearian piece well played will realize how much more powerful in its influence is the seeing than the reading.

It cannot be possible that great numbers of men and women of unimpeachable Christian character are giving aid to this powerful engine of influence if it is an evil *per se*. This is all but self-evident.

That excessive frequenting of the theatre is wrong needs no argument. It is an axiom. If writers and speakers would bear these two self-evident propositions in mind, it would be a great help in arriving at just conclusions. A slight acquaintance with the subject and an approximation to accuracy of statement would likewise be of material assistance.

Cost of Paupers and Crime.

Official statistics in New Jersey estimate the total annual cost of crime in this State at over one million dollars, as follows: Police, in round numbers, \$600,000; county jails, \$160,000; State prison maintenance, etc., \$145,700; Reform and Industrial schools, \$34,400. To this must also be added at least one-half of the cost of our local and State courts, or \$210,000.

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THE PEOPLE'S

"Dry Goods Palace"

OF NEW JERSEY.

Heath & Drake,

777 & 779 BROAD ST.,

NEWARK, N. J.

Lundborg's Perfume, Eudora.

Lundborg's Perfume, Marcella Niel Rose.

Lundborg's Perfume, Alpine Violet.

Lundborg's Perfume, Lily of the Valley.

THE PEOPLE'S

Carefully corrected up to date.

DEL, LACK & WESTERN RAILROAD.

Barclay and Christopher Street Ferries.

TO NEW YORK.

Leave Montclair—6:03, 7:15, 7:55, 8:28*, 9:15,

10:35, 11:35 a.m. 12:50, 1:40, 3:30, 4:45, 5:25, 6:10,

6:57, 8:15, 9:40, 11:05 p.m. 12:20 a.m.

Leave Glen Ridge—6:06, 7:17, 7:57, 8:30, 9:17,

10:37, 11:37 a.m. 12:53, 1:43, 3:22, 4:47, 5:27, 6:13,

7:00, 8:18, 9:43, 11:08 p.m. 12:23 a.m.

Leave Bloomfield—6:08, 7:19, 7:59, 8:38*, 9:19,

10:39, 11:39 a.m. 12:54, 1:45, 3:35, 4:49, 5:29, 6:18,

7:05, 8:20, 9:45, 11:10 p.m. 12:25 a.m.

Arrive New York—6:56, 8:00, 8:40, 9:10, 10: